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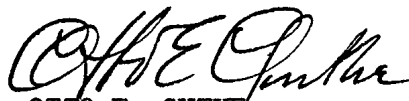
4- FEB 1956

MEMORANDUM FOR: Mr. Paul Borel,  
Secretary, IAC

SUBJECT : Post Mortem of NIE-100-55

REFERENCE : Memo to DD/I from AD/RR, dated 13 January  
1955, "Intelligence Supplied to JIG on  
Capacity and Traffic of Trans-Siberian  
Railway."

1. In response to your telephone request of 1 February  
1955, there are attached hereto copies of the referenced memo-  
randum which have been revised so as to serve your purpose.



OTTO E. GUTHE  
Assistant Director  
Research and Reports

Attachments

DOCUMENT NO. \_\_\_\_\_  
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☐ DECLASSIFIED  
CLASS. CHANGED TO: TS S C  
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(Revision of 13 January 1955)

MEMORANDUM FOR: Deputy Director/Intelligence

SUBJECT : Intelligence Supplied to J.I.G. on Capacity and  
Traffic of Trans-Siberian Railway

1. During the progress of the IAC-Rep meetings on NIE 100-55, it became apparent that the J.I.G. representatives, and to a lesser extent the ONI representative, entertained serious reservations in regard to the use of estimates on the capacity and traffic of the Trans-Siberian railway in spite of the fact that they were taken from EIC-R1-S3 which presented the only agreed intelligence on this subject. ONI had participated in the production of this report; both ONI and JIG are on record as having approved it (see IAC-D-42/6, 22 June 1954 and IAC-D-42/7, 6 July 1954). These calculations are further supported by EIC-R-9 and by EIC-R1-S2. The distribution, concurrences, and approvals of these reports are noted in paragraph 4 below.

Inasmuch as these estimates by the intelligence community did exist, the Chairman, with the concurrence of all IAC representatives except the JIG, ruled that findings in EIC-R1-S3 could appropriately be used as basis for estimates in NIE 100-55. (Note: In any event, the NIS procedure would not have called for a detailed review of all supporting evidence at the meetings of the IAC representatives. Had such a review been considered necessary, the task would have been referred to the EIC, or to an ad hoc working group.) It was decided that the best procedure was to state the estimate of China's overland trade in very general terms--roughly half--which gave considerable leeway for various qualms concerning the estimates in EIC-R1-S3.

While JIG did ask for evidence on the capacity and traffic of the Trans-Siberian, there was considerable oral discussion by all IAC representatives during which the basic studies were mentioned and the validity of various sources of information on the subject discussed. Neither the chairman nor most other IAC representatives were aware that JIG was not satisfied with this discussion.

2. The distribution of the ORR contribution to NIE-100-55 was handled as follows:

a. Secret version - copies of this were sent to ONE for distribution to IAC-Reps on 14 December. ONE immediately sent these

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to the recipients including the JIG and ONI representatives without delay.

b. Special Intelligence version - four copies were delivered to AD/NE by 14 December and the Chairman announced that they were available for study in the ONE reading room. A delay in transmission of this version to IAC representatives resulted from misinformation and misunderstandings in ORR regarding distribution requirements. Final distribution to IAC representatives was made on 5 January 1955. The special intelligence version contained almost nothing of additional significance to the problems under discussion and its delay could not possibly have impaired the discussions at the meetings.

3. Normally, an ORR contribution to an NIE consists primarily of summarization of studies based on research in depth by ORR. This was the case with respect to the ORR contribution to NIE 100-55. All research studies containing calculations of capacity and traffic of the Trans-Siberian Railway had previously been distributed to J.I.G., the most recent on 25 August 1954. Thus, J.I.G. was in possession of these detailed reports some months previous to the NIE 100-55 meetings. These specific reports and their dates of distribution are as follows:

a. The dissemination of CIA/SC/RR 68 Revised was made on 25 August 1954. This study provides an estimate of the volume and commodity composition of Communist China's foreign trade which moved over inland transport routes during 1953. Major types of source materials used in compiling the estimate were:

- (1) Special data on financial transactions in China-Bloc foreign trade,
- (2) Estimates of commodity movements made by ORR commodity and industrial analysts based upon all source information, and
- (3) Data on actual shipments from all sources.

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c. Traffic Density Chart for the Trans-Siberian Railroad-1952. - This chart estimates the 1952 shipment of commodities and manufactured goods over the main and branch lines of the Trans-Siberian Railroad east of Omsk. It was prepared by CIA at the request of the Economic Intelligence Committee, and it was distributed to the members of the Subcommittee on Transportation of the Economic Intelligence Committee (Army, Air Force, ONI and State) on 8 November 1954. This chart was brought to one of the IAC-Rep meetings by the ORR representative.

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4. The EIC studies referred to in paragraph 1. were distributed, concurred in and approved as follows:

a. The distribution of EIC-R1-S3 Communist China's Imports and Exports, 1953, S, was made on 10 August 1954 and J.I.G. received 10 copies. In the preparation of the rail portion of this study, the capacity estimates contained in EIC-R-9 and EIC-R1-S2 were reviewed, but it was concluded by the Subcommittee on Transportation of the Economic Intelligence Committee, that the capacity estimates contained in EIC-R-9 on the Trans-Siberian and connecting railroad lines and EIC-R1-S2 should not be changed. The overland trade estimates in the study were based largely on RR-68 described above. EIC-R1-S3 was approved with minor changes by the IAC as of 28 June 1954 (IAC-D-42/6, 17 June 1954 and IAC-D-42/7, 6 July 1954).

b. The distribution of EIC-R1-S2 Communist China's Imports and Exports 1952, S, was made on 24 July 1953 and J.I.G. is on record as having received copies. The rail portion of this study was based on the capacity estimates taken from EIC-R-9.

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EIC-R1-S2 was concurred in by the EIC representatives on 5 June 1953 and the IAC agencies had no major reservations on any section of the study (IAC-D-42/2, 8 June 1953, and IAC-D-42/3, 22 June 1953) and subsequent correspondence reflects no additional reservations.

c. The distribution of EIC-R-9 Capability of the Trans-Siberian Railroad and Connecting Lines in Manchuria and Korea, S, was made on 23 March 1953 and J.I.G. received 2 copies. This study contains an estimate of the through capacity of the Trans-Siberian Railroad between Omsk and Vladivostok and the capacity of the connecting lines in Manchuria and North Korea. This study was prepared and concurred in by transportation specialists of Army, Air Force, ONI, State and CIA represented in the Subcommittee on Transportation of the Economic Intelligence Committee. EIC-R9 was concurred in by members of the EIC.



OTTO E. GUTHE  
Assistant Director  
Research and Reports

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